State of Washington Department of Ecology
Northwest Regional Office

STORMWATER COMPLIANCE INSPECTION REPORT

WADOE Stormwater Compliance Inspection Form
Last updated (03/05)

Section A: General Data

Inspection Date	NPDES Permit #	County	Receiving Waters	Inspector(s)	Facility Type
6-9-05	**SO3-000949**	King	Duwamish Waterway	CHRISTOPHER DEW	INDUSTRIAL

Weather at time of inspection: Sunny

Discharges to: Surface Water ☒ Ground Water ☐

Section B: Facility Data

Name and Location of Facility Inspected
Puget Sound Truck Lines, Inc. Seattle
7303 8th Ave South
Seattle, WA

Entry Time	Date	Permit Effective Date
9:55AM	6-9-05	9-20-02
Exit Time	**Date**	**Permit Expiration Date**
12:09PM	6-9-05	9-20-07

Additional Participants:
Mac Williams – Consultant to PSTL
Nancy Winters – Ecology

On-Site Representative(s): Name(s)/Title(s)/Contact number(s) or E-mail
Joe Conley / Regional Manager / 206.654.7328 / jconley@psfl.com
Larry L. Holliday / Driver/Safety Supervisor / 425.356.7944 / lholliday@psfl.com

Responsible Official: Name/Title/Address
Joe Conley
Puget Sound Truck Lines, Inc Seattle
PO Box 24526
Seattle, WA 98124-0526
Phone: **(206) 654-7328** Fax: **(206) 621-7793** Email: jconley@psfl.com

	Yes	No
Samples Taken?	☐	☒
Photos Taken?	☒	☐

Section C: Areas Evaluated During inspection (Check those that apply)

☒ Permit onsite	☒ Visual Monitoring *(S.4(d1))*	☒ Good Housekeeping *(S.9(3ii))*	☒ Recordkeeping *(S.5)*
☒ SWPPP onsite	☒ Dry Season Monitoring *(S.4(d1))*	☒ Pollution Prevention Team *(S.9(3i))*	☒ Vehicle Wash/Fuel onsite *(S.9)*
☒ DMR Submittals *(S.5)*	☒ Inventory of Materials *(S.9(1d))*	☒ Employee Training *(S.9(3v))*	☒ Operations and Maintenance *(S.8)*
☒ Monitoring Plan *(S.9(2))*	☒ Fuel/Chemical Storage *(S.9(1c))*	☒ Spill Prevention *(S.9(3iv))*	☐

Section D: Summary of Findings/Comments

BACKGROUND

Puget Sound Truck Lines (PSTL) is covered under a general industrial stormwater NPDES, state waste discharge permit (the General Permit). Ecology's stormwater unit has not conducted an inspection at this facility in the past. The purpose of this inspection is to conduct a compliance inspection per the requirement of the Revised Code of Washington (RCW) 90.48.560 and to provide technical assistance as appropriate. PSTL contacted Ecology regarding their permit and asked that we inspect their facility in order to determine if they are incompliance with the permit. PSTL indicated that they have not been sampling as frequently as the permit indicates they should. I scheduled the inspection with PSTL for June 9, 2005.

INSPECTION

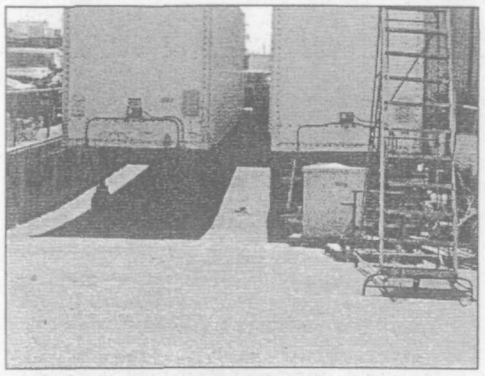
Upon arrival we (Nancy Winters and Christopher Dew) met Mac Williams, the consultant for the facility. We also met Joe Conley, Regional Manager, and Larry Holliday, Driver Safety Supervisor. PSTL had a copy of the SWPPP onsite which also contained a copy of the General Permit. Apart from the incomplete monitoring data, the SWPPP's content was acceptable and meet the requirements as prescribed in Condition S.9 of the General Permit.

Mr. Williams stated that they have not been taking samples, as required by condition S.4 of the permit, and that they are aware that not taking samples is a violation of the permit. Mr. Williams said that they called Ecology, so that they could make sure they are doing everything correctly. Furthermore, He stated they are aware that Ecology will need to address the violation but also wanted Ecology to know that they are trying to come into compliance, and will begin to sample per the permit requirements.

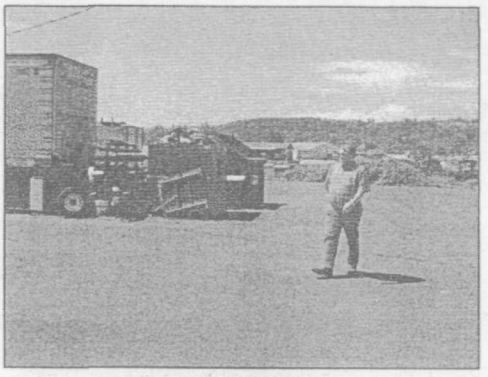
Following my SWPPP review, I guided Mr. Williams, Mr. Conley, and Mr. Holliday through the conditions of the General Permit, paying special attention to conditions: S.4 (A-J), S.5 (A-E), and S.9 (A & B). Following the review of the General Permit Mr. Williams stated that he felt confident that he understands what is required of PSTL, and will begin collecting and submitting their monitoring data on time in the future.

Next we walked the site and observed the conditions. We observed the onsite fueling station (Photo P6090060), catch basins (Photos P6090052, P6090057), washing pad (Photo P6090054), and maintenance area (Photo P6090054, P6090059).

PHOTO ADDENDUM A– PUGET SOUND TRUCK LINES SEA

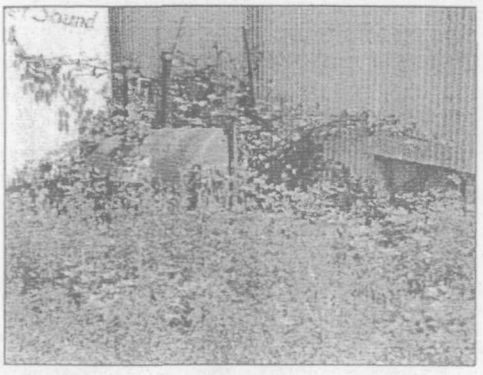


P6090052



P6090053

P6090054



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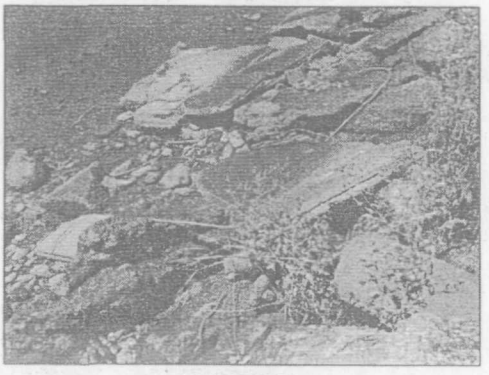

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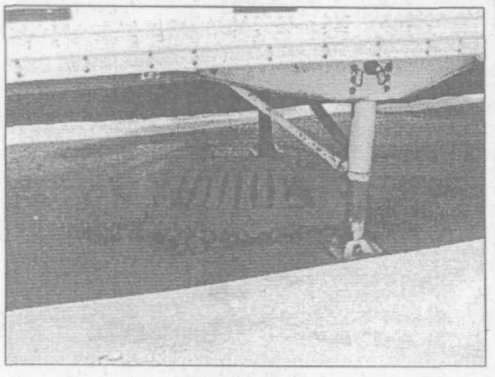
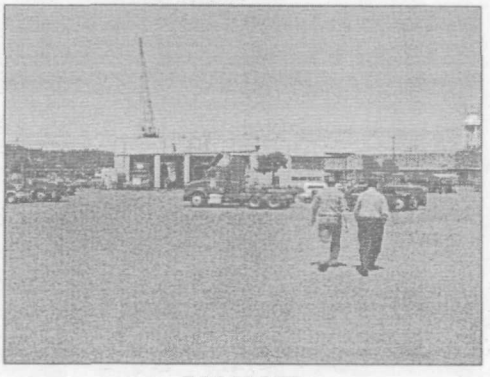
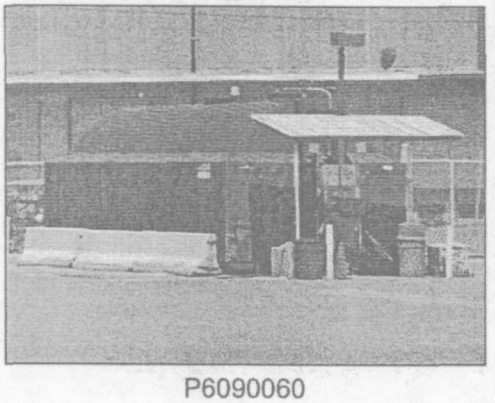


P6090057

P6090058



P6090059



P6090060

APPENDIX A – BMPs for Fueling at Dedicated Stations
(BMP as contained within the Stormwater Management Manual for Western Washington, February 2005)

BMPs for Fueling At Dedicated Stations

Description of Pollutant Sources: A fueling station is a facility dedicated to the transfer of fuels from a stationary pumping station to mobile vehicles or equipment. It includes above or under-ground fuel storage facilities. In addition to general service gas stations, fueling may also occur at 24-hour convenience stores, construction sites, warehouses, car washes, manufacturing establishments, port facilities, and businesses with fleet vehicles. Typically, stormwater contamination at fueling stations is caused by leaks/spills of fuels, lube oils, radiator coolants, and vehicle washwater.
Pollutant Control Approach: New or substantially remodeled* fueling stations must be constructed on an impervious concrete pad under a roof to keep out rainfall and stormwater run-on. A treatment BMP must be used for contaminated stormwater and wastewaters in the fueling containment area.
** Substantial remodeling includes replacing the canopy, or relocating or adding one or more fuel dispensers in such a way that the Portland cement concrete (or equivalent) paving in the fueling area is modified.*
For new or substantially remodeled Fueling Stations:
Applicable Operational BMPs:

- Prepare an emergency spill response and cleanup plan (per BMPs for Spills of Oil and Hazardous Substances) and have designated trained person(s) available either on site or on call at all times to promptly and properly implement that plan and immediately cleanup all spills. Keep suitable cleanup materials, such as dry adsorbent materials, on site to allow prompt cleanup of a spill.
- Train employees on the proper use of fuel dispensers. Post signs in accordance with the Uniform Fire Code (UFC). Post "No Topping Off" signs (topping off gas tanks causes spillage and vents gas fumes to the air). Make sure that the automatic shutoff on the fuel nozzle is functioning properly.
- The person conducting the fuel transfer must be present at the fueling pump during fuel transfer, particularly at unattended or self-serve stations.
- Keep drained oil filters in a suitable container or drum.

Applicable Structural Source Control BMPs:

- Design the fueling island to control spills (dead-end sump or spill control separator in compliance with the UFC), and to treat collected stormwater and/or wastewater to required levels. Slope the concrete containment pad around the fueling island toward drains; either trench drains, catch basins and/or a dead-end sump. The slope of the drains shall not be less than 1 percent (Section 7901.8 of the UFC). Drains to treatment shall have a shutoff valve, which must be closed in the event of a spill. The spill control sump must be sized in compliance with Section 7901.8 of the UFC; or
- Design the fueling island as a spill containment pad with a sill or berm raised to a minimum of four inches (Section 7901.8 of the UFC) to prevent the runoff of spilled liquids and to prevent run-on of stormwater from the surrounding area. Raised sills are not required at the open-grate trenches that connect to an approved drainage-control system.
- The fueling pad must be paved with Portland cement concrete, or equivalent. Asphalt is not considered an equivalent material.
- The fueling island must have a roof or canopy to prevent the direct entry of precipitation onto the spill containment pad (see Figure 2.1). The roof or canopy should, at a minimum, cover the spill containment pad (within the grade break or fuel dispensing area) and preferably extend several additional feet to reduce the introduction of windblown